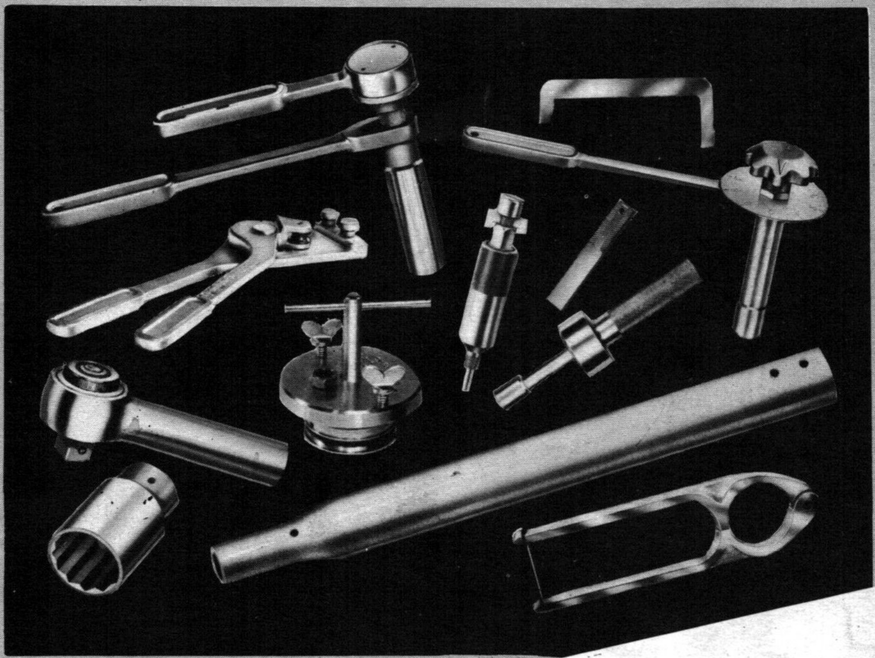
SUPPLEMENT
to
CATALOG
58



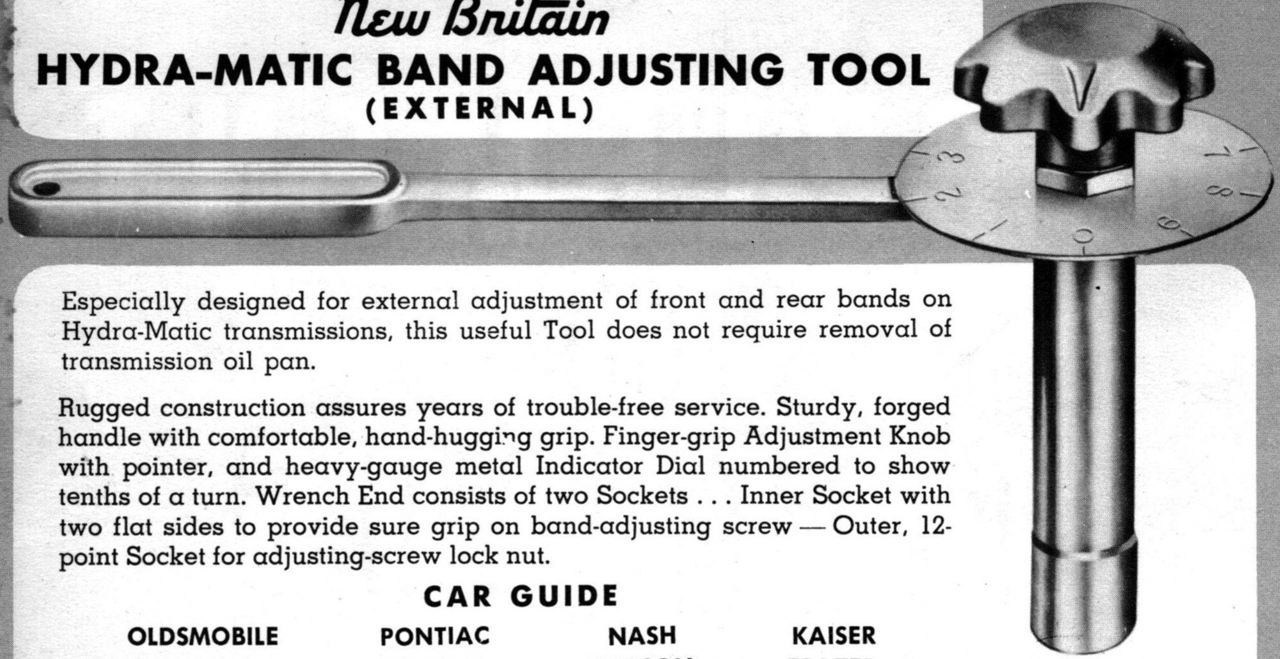
New Britain
HAND TOOLS

N·A·P·A
National Automotive Parts Association
Assurance of Quality

THE NEW BRITAIN MACHINE CO., NEW BRITAIN, CONN., U.S.A.

New Britain

HYDRA-MATIC BAND ADJUSTING TOOL (EXTERNAL)



Especially designed for external adjustment of front and rear bands on Hydra-Matic transmissions, this useful Tool does not require removal of transmission oil pan.

Rugged construction assures years of trouble-free service. Sturdy, forged handle with comfortable, hand-hugging grip. Finger-grip Adjustment Knob with pointer, and heavy-gauge metal Indicator Dial numbered to show tenths of a turn. Wrench End consists of two Sockets . . . Inner Socket with two flat sides to provide sure grip on band-adjusting screw — Outer, 12-point Socket for adjusting-screw lock nut.

CAR GUIDE

OLDSMOBILE
CADILLAC
PONTIAC
LINCOLN
NASH
HUDSON
KAISER
FRAZER

Part No.	Length	No. in Carton
AH-10	12¼″	1

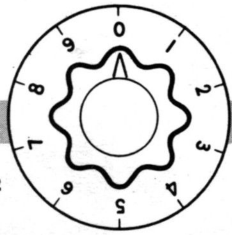


FIG. 2

INSTRUCTIONS

FOR USE OF HYDRA-MATIC ADJUSTING TOOL AH-10

Before adjusting either front or rear band, set car hand brake, then chock wheels, making certain car does not move during adjustment.

To expose floorboard access cover over band-adjusting screws, remove accelerator pedal and lift floor mat on left (driver's) side. Remove access cover.

Start engine. Run until normal operating temperature is reached.

Connect electrical tachometer.

For car models up to and including 1951, place Shift Lever in Low Range. For 1952 and later models, place Shift Lever in Drive Range.

Adjust carburetor idle screw until tachometer reads 700 RPM.

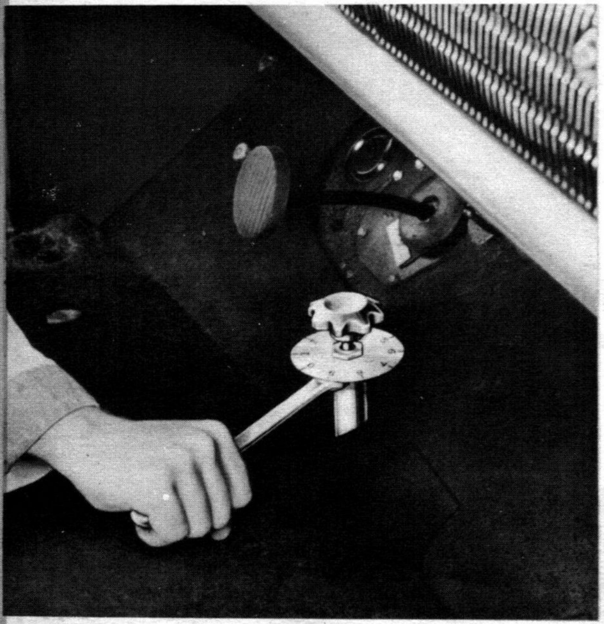


FIG. 1

Adjustment of Front Band

1. **Insert Wrench End of Band Adjusting Tool in floorboard access hole (Fig. 1). Place Outer Socket over adjusting-screw lock nut. Engage adjusting screw by slowly rotating finger-grip Adjustment Knob until Inner Socket is seated.**
2. **Holding Adjustment Knob stationary, loosen lock nut by turning Wrench Handle in counter-clockwise direction.**
3. **Turn Adjustment Knob slowly in counter-clockwise direction, loosening adjusting screw, until engine speed reaches 900-1000 RPM.**
4. **Reduce engine speed to *exactly* 700 RPM by slowly retightening adjusting screw. Observe tachometer for 30 seconds. If tachometer reading creeps up beyond 700 RPM, tighten adjusting screw 1/10th of a turn (one marking on Indicator Dial) and again observe tachometer. Continue this process until tachometer reading remains at 700 RPM for 30 seconds.**
5. **Without turning Wrench Handle or Adjustment Knob, rotate Indicator Dial until Zero mark is directly under arrow pointer (Fig. 2).**
6. **For car models up to and including 1951, hold Wrench Handle stationary and tighten adjusting screw 6½ turns by rotating adjustment knob in a clockwise direction. For 1952 and later models, tighten adjusting screw 7-7/10th turns.**
7. **Holding Adjustment Knob stationary, tighten lock nut.**

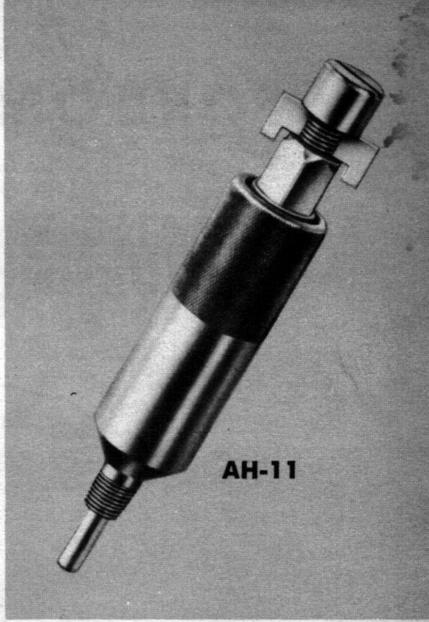
Adjustment of Rear Band

1. **Repeat operations 1 through 5, as in front-band adjustment procedure.**
2. **Place Shift Lever in Neutral position.**
3. **Hold Wrench Handle stationary and tighten adjusting screw 2 turns by rotating Adjustment Knob in a clockwise direction.**
4. **Holding Adjustment Knob stationary, tighten lock nut.**
5. **Re-adjust carburetor for proper engine-idling speed.**

New Britain HYDRA-MATIC FRONT BAND ADJUSTING TOOL

This accurate Tool is designed for internal adjustment (transmission oil pan removed) of front bands on Hydra-Matic transmissions. Essential for transmission overhauls, the Tool may be used while Hydra-Matic unit is in the car or on the bench. Combines ruggedness and precision. Sliding gib assures accurate adjustment.

Part No.	Length	No. in Pkg.
AH-11	**4¾″**	**1**



AH-11

INSTRUCTIONS

Drain oil from transmission and drop lower oil pan. Remove ⅛″ pipe plug from front Servo (Fig. 1).

After loosening lock nut, loosen front-band adjusting screw 5 complete turns. Screw Band Adjusting Tool into ⅛″ pipe recess, finger tight (Fig. 2).

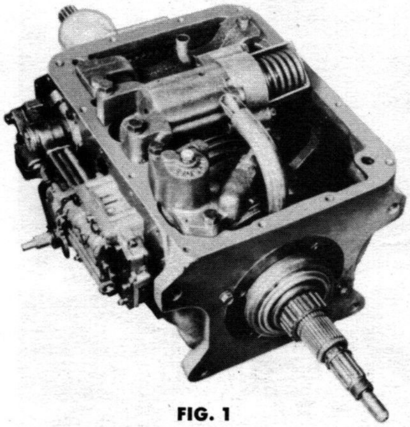


FIG. 1

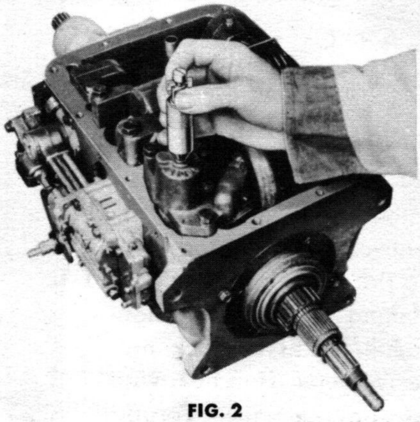


FIG. 2

With thumb and forefinger, screw in hex nut on Adjusting Tool until plunger touches front Servo piston. With a ⁹⁄₁₆″ open-end wrench, tighten hex nut 5 additional turns.

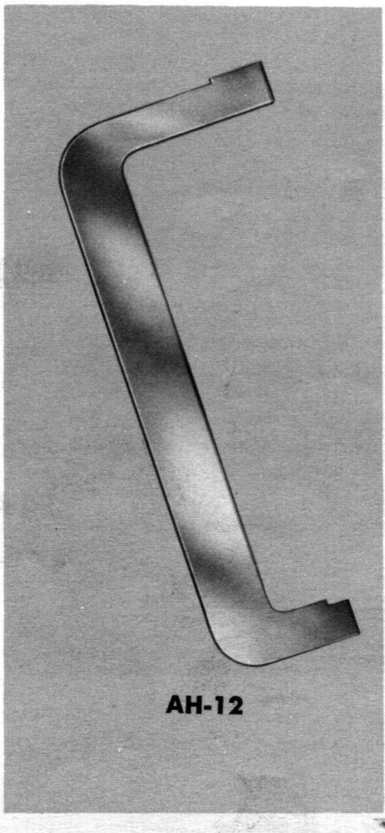
Making certain that band is centered on drum, tighten front-band adjusting screw until Adjusting-Tool Gib is free to slide under light finger pressure.

Holding band-adjusting screw stationary, tighten lock nut.

New Britain HYDRA-MATIC REAR BAND ADJUSTMENT GAUGE

For internal adjustment of rear bands (oil pan removed), this snap-type Gauge assures accurate adjustment meeting manufacturers' specifications.

Part No.	Dimensions	No. in Pkg.
AH-12	**5¾″x2¼″**	**1**



AH-12

INSTRUCTIONS

Drain oil from transmission and drop lower oil pan.

After loosening lock nut, loosen rear-band adjusting screw 3 complete turns.

Place Gauge over rear Servo so that notch on Gauge fits over end of Servo housing (Fig. 3).

Making certain that band is centered on drum, tighten rear-band adjusting screw until Servo lever makes contact with end of Gauge.

Holding band-adjusting screw stationary, tighten lock nut.

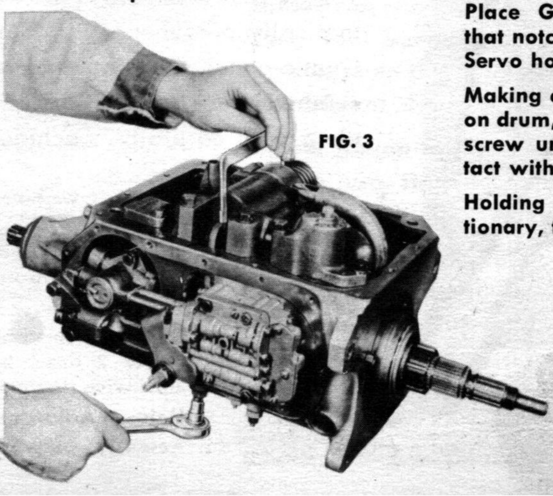
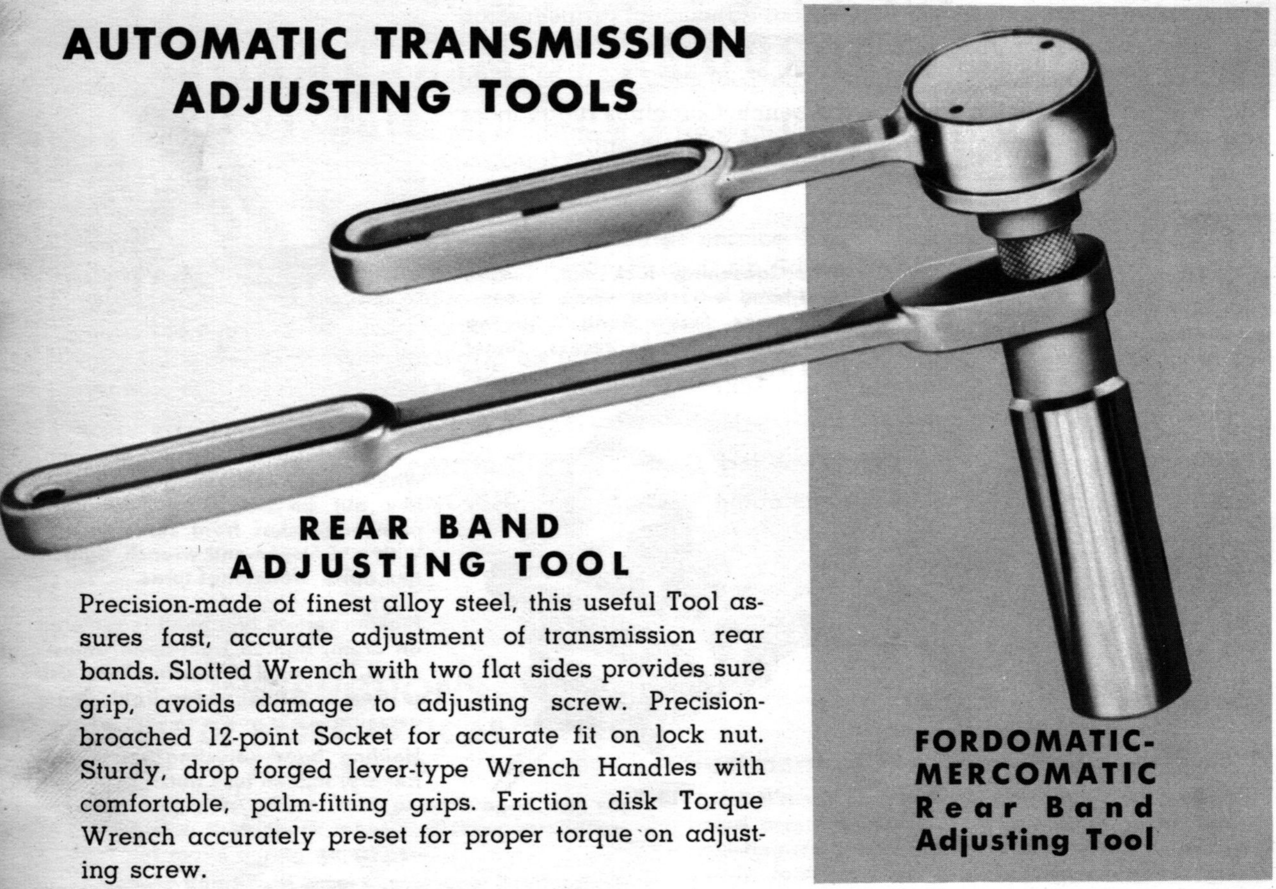


FIG. 3

New Britain

FORDOMATIC-MERCOMATIC

AUTOMATIC TRANSMISSION ADJUSTING TOOLS

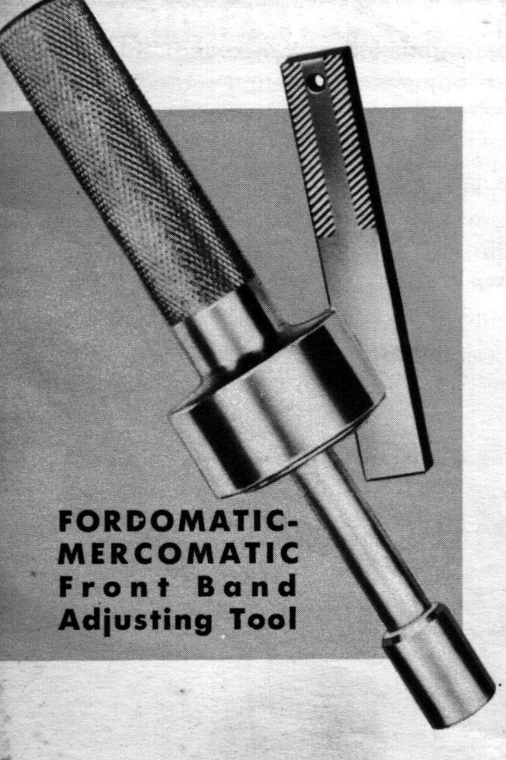


FORDOMATIC-MERCOMATIC Rear Band Adjusting Tool

REAR BAND ADJUSTING TOOL

Precision-made of finest alloy steel, this useful Tool assures fast, accurate adjustment of transmission rear bands. Slotted Wrench with two flat sides provides sure grip, avoids damage to adjusting screw. Precision-broached 12-point Socket for accurate fit on lock nut. Sturdy, drop forged lever-type Wrench Handles with comfortable, palm-fitting grips. Friction disk Torque Wrench accurately pre-set for proper torque on adjusting screw.

Part No.	Dimensions	No. in Pkg.
AF-11	**12″**	**1**



FORDOMATIC-MERCOMATIC Front Band Adjusting Tool

FRONT BAND ADJUSTING TOOL

Of highest quality alloy steel, this precision Tool is ruggedly made for long service life, compactly designed for ease and convenience of use. Accurate, friction disk Torque Screw Driver is pre-set for proper torque, automatically prevents over-tightening of adjusting screws. Gentle clutch release prevents sudden breakaway and skinned knuckles. Non-slip, knurled hand-grip. Tool complete with carefully machined ¼″ block-type gauge.

Part No.	Dimensions	No. in Pkg.
AF-10	**6″**	**1**

INSTRUCTIONS
for Use of FORDOMATIC-MERCOMATIC Automatic Transmission Adjusting Tools

Rear Band Adjustment

Remove floormat and floorboard access cover, exposing right side of transmission. Insert Rear Band Adjusting Tool in floorboard access hole, placing outer Socket over adjusting-screw lock nut and engaging adjusting screw by turning Torque Wrench handle (Fig. 1).

After loosening adjusting-screw lock nut, loosen adjusting screw until it turns freely. Then tighten adjusting screw until friction clutch of Torque Wrench slips.

Now loosen adjusting screw exactly 1-1/2 turns. Holding adjusting screw stationary, tighten adjusting-screw lock nut.

Replace floorboard access cover and floormat.

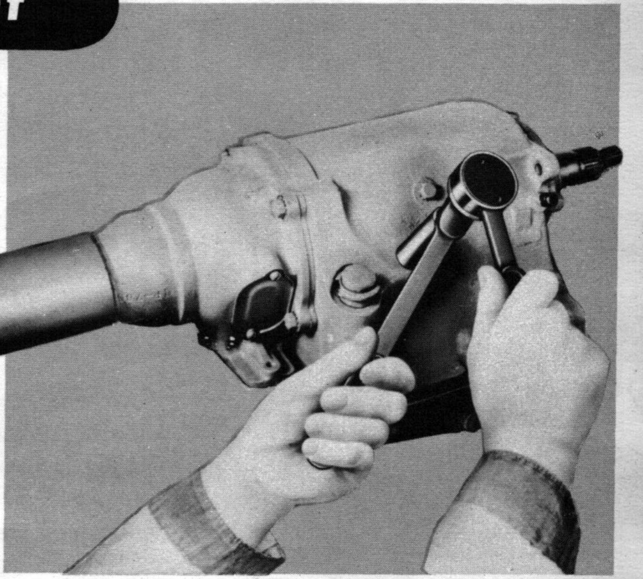


FIG. 1

Front Band Adjustment

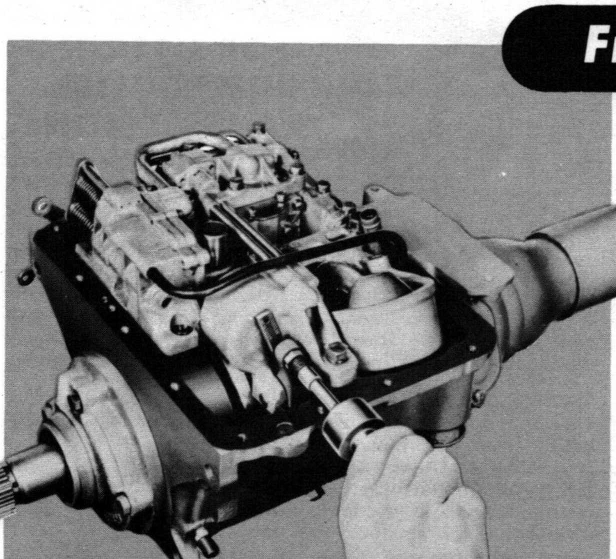


FIG. 2

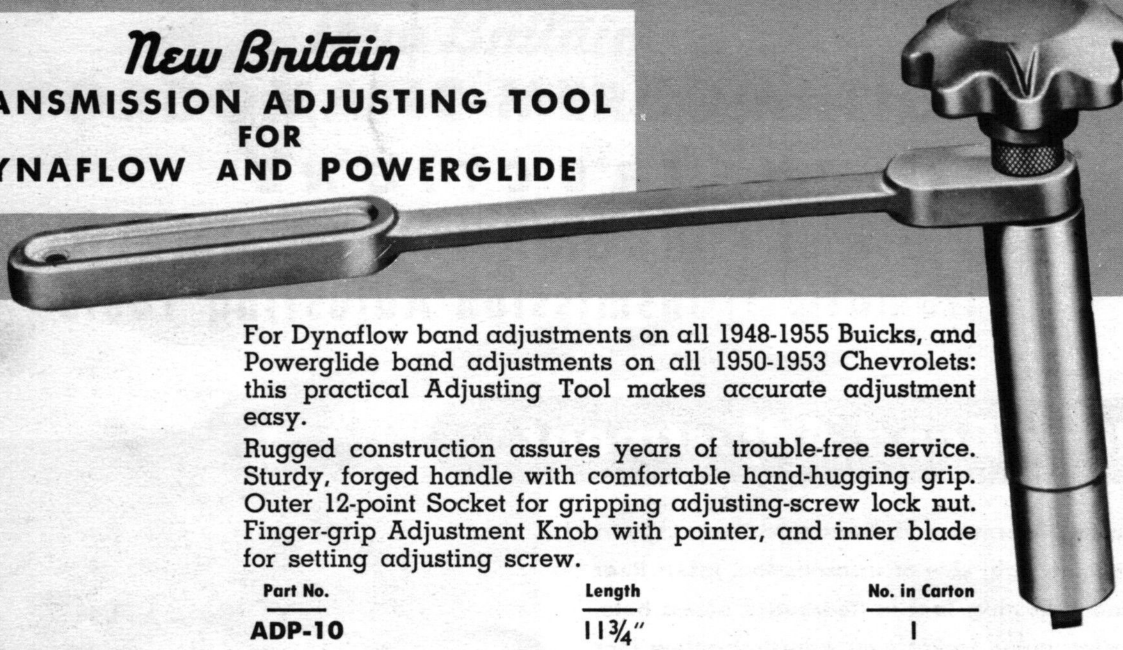
Drain transmission fluid. Remove transmission oil pan and fluid screen.

Using a 9/16" Wrench, loosen front Servo adjusting-screw lock nut two complete turns, then loosen adjusting screw five complete turns using the Front Band Adjusting Tool. Pull back on actuating rod and insert 1/4" gauge-block of Adjusting Tool between adjusting screw and Servo piston stem (Fig. 2). Tighten adjusting screw until friction clutch of Torque Screw Driver slips.

Now loosen adjusting screw exactly one complete turn. Holding adjusting screw stationary, tighten lock nut. Remove gauge-block.

Replace fluid screen and transmission oil pan, using new gasket. Replace drain plug. Re-fill transmission with fluid.

New Britain
TRANSMISSION ADJUSTING TOOL FOR DYNAFLOW AND POWERGLIDE

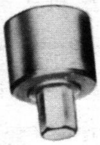


For Dynaflow band adjustments on all 1948-1955 Buicks, and Powerglide band adjustments on all 1950-1953 Chevrolets: this practical Adjusting Tool makes accurate adjustment easy.

Rugged construction assures years of trouble-free service. Sturdy, forged handle with comfortable hand-hugging grip. Outer 12-point Socket for gripping adjusting-screw lock nut. Finger-grip Adjustment Knob with pointer, and inner blade for setting adjusting screw.

Part No.	Length	No. in Carton
ADP-10	11¾″	1

HEX ADAPTER FOR 1953-55 CHEVROLETS



Easily attaches to ADP-10 for adjustment of 1953-55 Chevrolet transmissions.

Part No.	Length	No. in Carton
ADP-11	15/16″	5

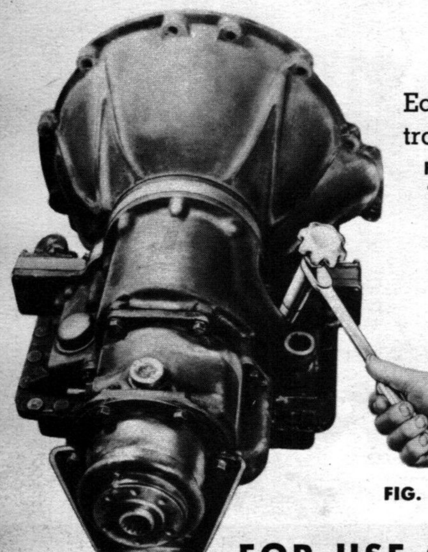


FIG. 1

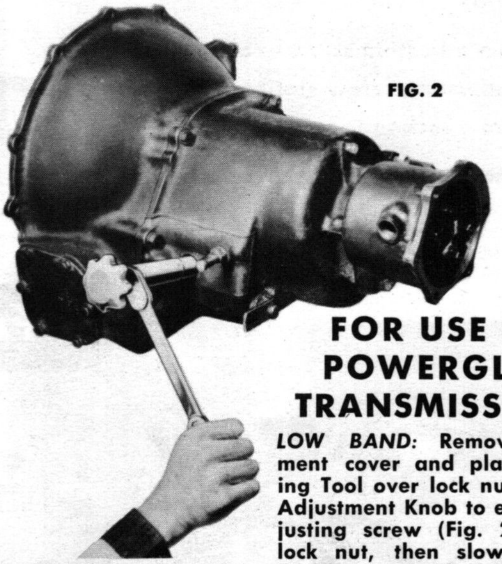


FIG. 2

FOR USE ON DYNAFLOW TRANSMISSIONS

For 1948-1950 models, remove front floor mat, floorboard access cover and band adjustment covers, exposing band-adjusting screws. For 1951-1955 models, transmission must be removed from car for band adjustment. The same procedure is used to adjust Low Band and Reverse Band.

1. **Place Outer Socket of Band Adjusting Tool over adjusting-screw lock nut. Engage adjusting screw by slowly rotating Adjustment Knob until Blade is seated (Fig. 1).**
2. **Holding Adjustment Knob stationary, loosen lock nut by turning Wrench Handle in counter-clockwise direction.**
3. **Turn Adjustment Knob in clockwise direction, tightening adjusting screw, until slight resistance is felt. Then back off 6 turns by turning Adjustment Knob in counter-clockwise direction.**
4. **Holding Adjustment Knob stationary, tighten lock nut.**
5. **Replace band-adjusting cover (using new gasket), floorboard access cover and floor mat.**

FOR USE ON POWERGLIDE TRANSMISSIONS

***LOW BAND:* Remove adjustment cover and place Adjusting Tool over lock nut, twisting Adjustment Knob to engage adjusting screw (Fig. 2). Loosen lock nut, then slowly tighten adjusting screw until strong resistance is felt. Back off 3 complete turns by turning Adjustment Knob in a counter clockwise direction. Holding Adjustment Knob stationary, tighten lock nut. Replace adjustment cover.**

***REVERSE BAND:* Remove Servo cover. Place Adjusting Tool over lock nut and engage adjusting screw (Fig. 3). Loosen lock nut, then tighten adjusting screw until strong resistance is felt. Back off 2¾ turns by turning Adjustment Knob in a counter-clockwise direction. Tighten lock nut and replace Servo cover.**

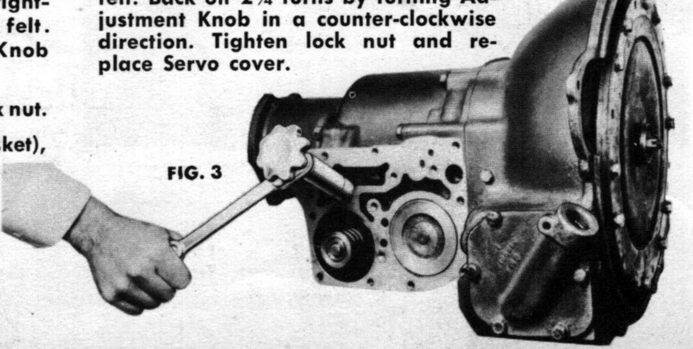
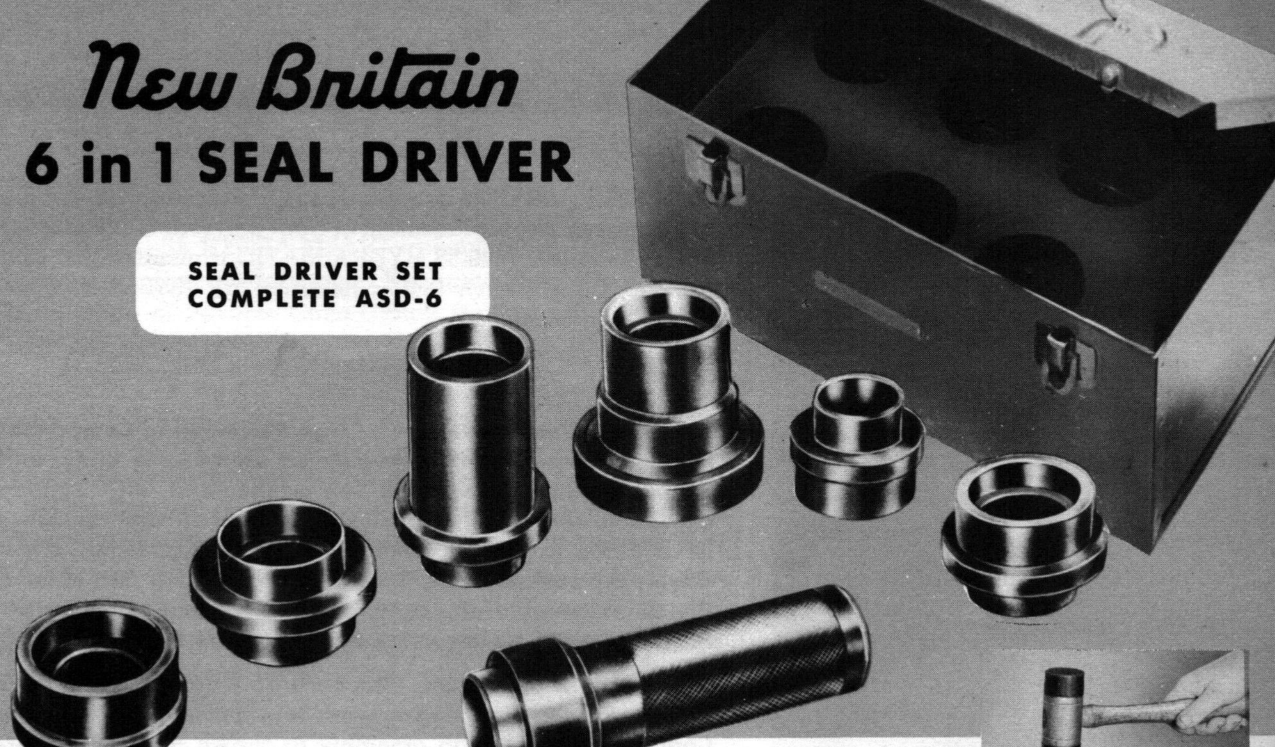


FIG. 3

New Britain
6 in 1 SEAL DRIVER

SEAL DRIVER SET
COMPLETE ASD-6



ASD-8 ADAPTER DRIVER
For driving all Adapters in Seal Driver Set ASD-6.

ASD-1
FRONT PUMP SEAL DRIVER
For use on all Dynaflow Automatic Transmissions through 1955.

ASD-2
FRONT PUMP SEAL DRIVER
For use on all Powerglide Automatic Transmissions through 1955.

ASD-3
OUTPUT SHAFT SEAL DRIVER

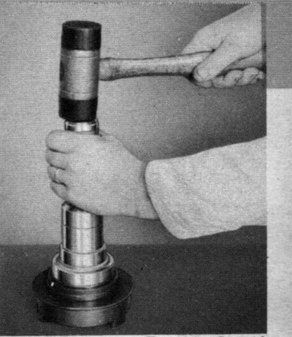
Cadillac:	**1946-1955**
Lincoln:	**1949-1955**
Oldsmobile:	**1952-1955**

ASD-4
OUTPUT SHAFT SEAL DRIVER

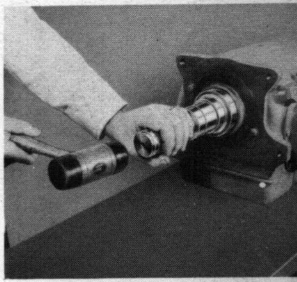
Oldsmobile:	**1940-1942** **1946-1951**
Pontiac:	**1948-1955**
Kaiser:	**1950-1955**
Nash:	**1950-1955**
Hudson:	**1950-1955**
Ford:	**1950-1955**

This one Tool combination, the Seal Driver Set, replaces more than a dozen individual tools costing many times more. For Hydramatic, Dynaflow, Powerglide, Fordomatic and Mercomatic, this money-making Tool speeds servicing of Cadillac, Oldsmobile, Pontiac, Kaiser, Nash, Hudson, Lincoln, Buick, Chevrolet, Ford and Mercury automatic transmissions. The rugged, top quality alloy steel Seal Driver Set, with rustproof Black Oxide finish, provides the right combination for installing both front and rear oil seals FAST and EASY. Permits installation of seals without removing pumps from transmissions. Proper fit prevents the seal distortion that causes oil leakage.

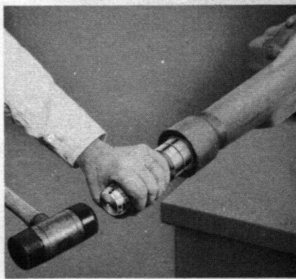
Part No.	No. in Pkg.
ASD-6	**1 Set**
ASD-1	**1 ea.**
ASD-2	**1 ea.**
ASD-3	**1 ea.**
ASD-4	**1 ea.**
ASD-5	**1 ea.**
ASD-7	**1 ea.**
ASD-8	**1 ea.**



Replacing Front Seal (Oil Pump Removed)

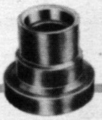


Replacing Hydra-matic Front Pump Oil Seal

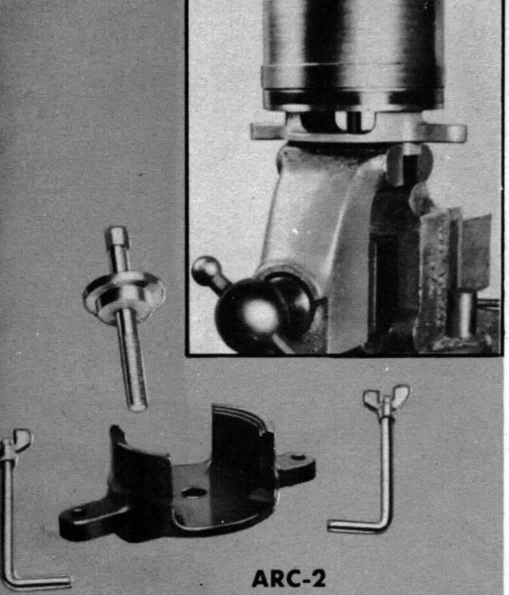


Replacing Hydra-matic Rear Oil Seal

ASD-5
FRONT PUMP SEAL DRIVER
For use on all Fordomatic Transmissions through 1955.

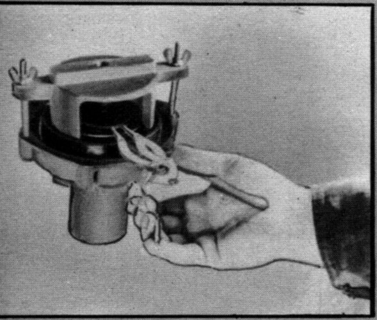


ASD-7
FRONT PUMP SEAL DRIVER
For use on all Hydra-matic Transmissions from 1946 through 1955.



ARC-2

1250



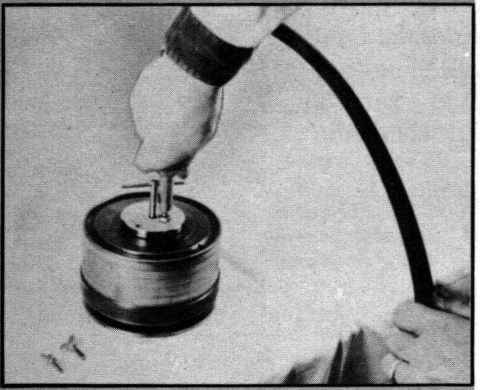
New Britain
MULTI-PURPOSE CLUTCH SPRING COMPRESSOR

For HYDRA-MATIC transmissions. Eliminates press, simplifies removal and replacement of front and rear Clutch Cover Snap Rings (all 1946-55 HYDRA-MATIC transmissions) and Reverse Cone Clutch Piston Retainer (all 1951-55 HYDRA-MATIC transmissions).

Part No.	No. in Carton
ARC-2	**1**

To remove Clutch Cover Snap Rings: **Place Spring Compressor in vise, position Clutch assembly on Compressor body, and assemble adapter and draw bolt as shown at left. Tighten draw bolt, compressing clutch springs until enough clearance is obtained to permit removal of snap ring. Using screw driver, pry out snap ring, then loosen draw bolt and remove Clutch assembly from Compressor. Snap ring may be re-installed easily by reversing this procedure.**

To remove Reverse Cone Clutch Piston Retainer: **Place Rear Bearing Retainer Housing on work bench, piston up. Assemble Compressor to Housing assembly as shown at left. Be certain that Compressor body is centered on spring retainer washer. Tighten wing nuts evenly, compressing Reverse Cone Clutch release springs until enough clearance is obtained to permit removal of snap ring. Remove snap ring as shown, loosen wing nuts and remove Compressor. Re-install Retainer by reversing this procedure.**



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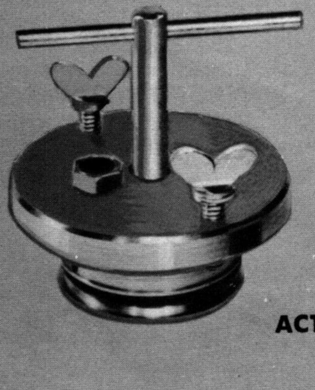


ACT-1

New Britain
FRONT & REAR CLUTCH TESTER

For all 1946-55 HYDRA-MATIC and all 1950-55 Powerglide transmissions. Tests for leaks in Annular Piston Seals before front and rear Planetary units are placed in Transmission case.

Part No.	No. in Carton
ACT-1	**1**

To test Annular Piston Seals: **Place assembled front or rear Clutch on bench, clutch cover up, as shown at left. Remove wing nuts from Tester and back off Tee-handle 1½ turns (counter clockwise), allowing lower seal ring of Tester to contract. Lubricate both Tester seal rings, insert Tester in clutch cover, and press firmly downward until shoulder of Tester rests on clutch cover. Tighten Tee-handle (clockwise), expanding lower Tester seal ring. Apply air pressure to Tester air fitting. Air leakage indicates annular piston seals are faulty or improperly installed. However, in the case of some commercial transmissions and others which use a cast iron ring in place of the Neoprene seal, there is a .006" ring gap which will permit some air to escape from the clutch drum.**

NOTE: It is also possible to check operation of annular piston and clutch discs by applying air pressure while clutch assembly is turned on side. If annular piston is properly installed and working, it will move forward slightly under air pressure, compressing clutch discs.

To remove Tester: **Back off Tee-handle 1½ turns, freeing lower Tester seal. Insert and tighten wing nuts until Tester is forced out of clutch cover. POWERGLIDE — Clutch Tester may be used in similar manner to test Powerglide piston seals.**

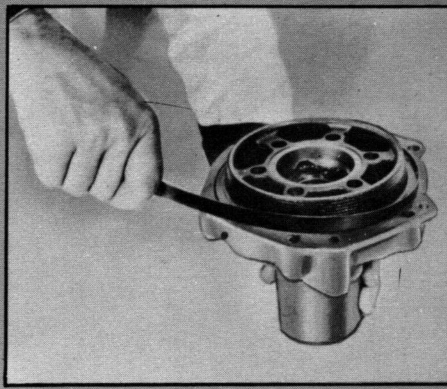
New Britain

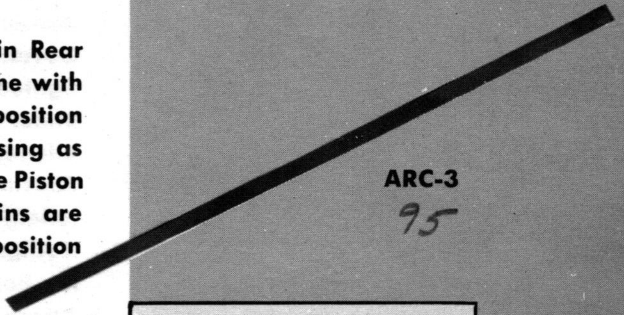
REVERSE CONE CLUTCH INSTALLER

For all 1951-55 HYDRA-MATIC transmissions. Blue spring steel band prevents damage to Neoprene Piston Seal during installation of Reverse Cone Clutch Piston in Rear Bearing Retainer Housing.

Part No.	No. in Carton
ARC-3	5

***To install Reverse Cone Clutch Piston:* Insert Piston in Rear Bearing Retainer Housing so dowel pins are not in line with dowel holes and support Piston away from its seated position in housing. Insert Installer between Piston and Housing as shown at right. With Installer completely in place, rotate Piston exerting slight downward pressure. When dowel pins are aligned with dowel holes, press Piston into seated position and remove Installer.**





ARC-3

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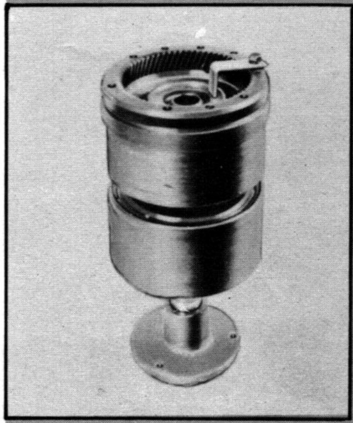
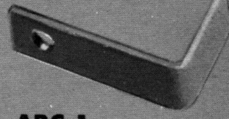
New Britain

REAR CLUTCH RETAINING BRACKET

For all 1946-55 HYDRA-MATIC transmissions. Zinc-finished Steel Bracket prevents rear Clutch unit from becoming disassembled while being mounted on planet carrier. Also prevents movement of rear Clutch Brake Drum while assembled Planetary units are being placed in Transmission case. Bracket is held in place by one Drive Flange Attaching Bolt as shown at right.

Part No.	No. in Carton
ARC-1	5





ARC-1

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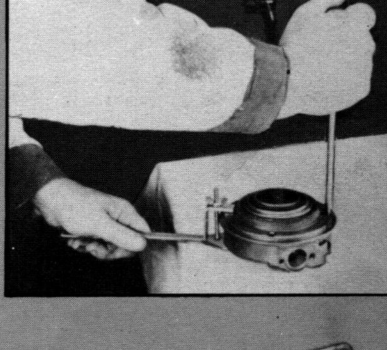
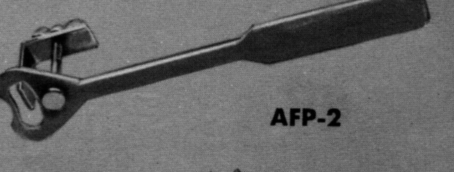
New Britain

FRONT PUMP HOLDER

For all 1946-55 HYDRA-MATIC transmissions. Used as shown at right Holder facilitates removal of Front Pump Attaching Screws. Chrome finished alloy steel Holder, with reversible L-shaped Bracket which permits adjustment to fit any HYDRA-MATIC Front Pump.

Part No.	No. in Carton
AFP-2	5





AFP-2

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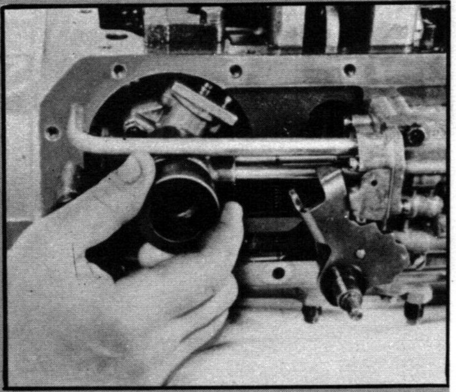
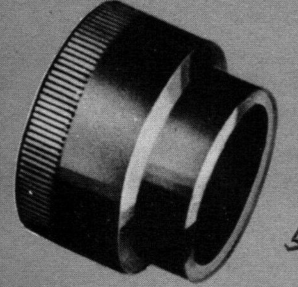




AGS-1

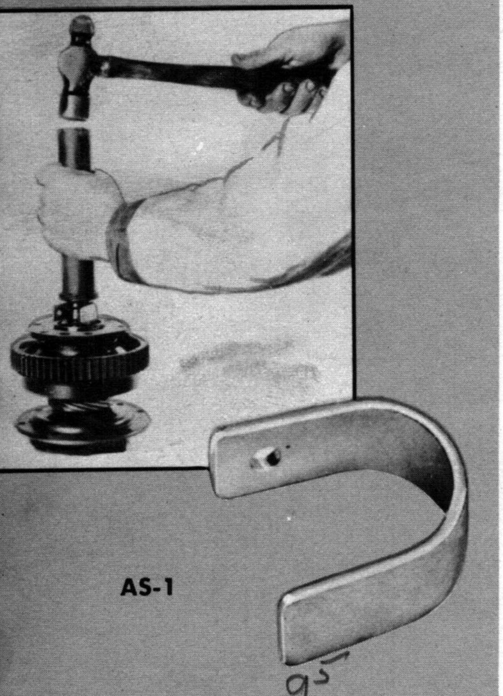
5,45

New Britain
GOVERNOR SLEEVE ALIGNING TOOL

For all 1951-55 HYDRA-MATIC transmissions. This precision-machined concentric Gauge fits snugly over Governor sleeve, may be used when transmission is in or out of car to assure proper alignment of Governor in housing.

Part No.	No. in Carton
AGS-1	5

To align Governor Sleeve: **With Rear Pump and Parking Bracket Attaching Bolts finger tight, install Aligning Tool over Governor and into Governor Sleeve as shown at left and tighten Attaching Bolts. Aligning Tool should rotate freely under light finger pressure. Turn Governor ¼ turn by manually rotating output shaft. Check for freeness of Aligning Tool. Repeat this procedure until Governor has completed one revolution, testing for freeness of Aligning Tool after each ¼ turn. If Aligning Tool binds in any of these positions, loosen Attaching Bolts and adjust to provide free movement, then tighten Attaching Bolts.**



AS-1

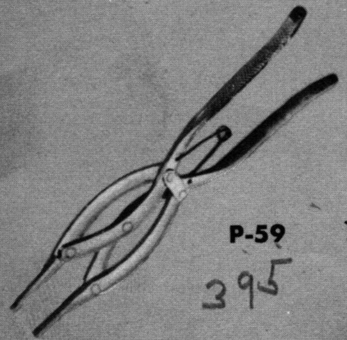
95

New Britain
SPEEDOMETER DRIVE GEAR SPACER GAUGE

For all 1946-50 HYDRA-MATIC transmissions except Cadillac and Lincoln. Accurate and easy to use, this zinc-finished Spacer Gauge assures correct placement of Speedometer Drive Gear on output shaft, in proper position to engage Speedometer Driven Gear when Rear Bearing Retainer Housing is installed.

Part No.	No. in Carton
AS-1	5

To install Speedometer Drive Gear: **Place Gear over output shaft. Rest Spacer Gauge on open type snap ring and around output shaft as shown at left. Using a suitable driver, tap Speedometer Drive Gear down until it touches Spacer Gauge, and remove Gauge.**



P-59

395

New Britain
SNAP RING PLIERS

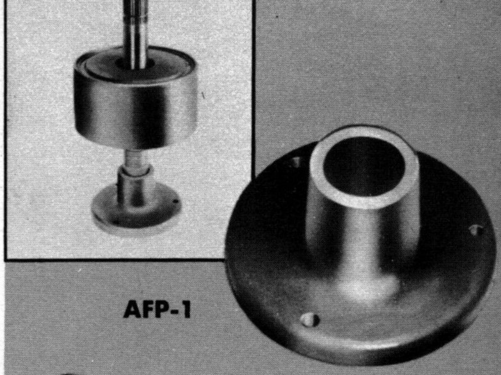
Pliers remove snap rings quickly and easily without damaging snap rings or bearing surfaces.

Part No.	No. in Carton
P-59	1

New Britain
FRONT PLANETARY HOLDER

For all 1946-55 HYDRA-MATIC transmissions. Attached to bench as shown at right, Fixture holds shaft upright as parts are assembled.

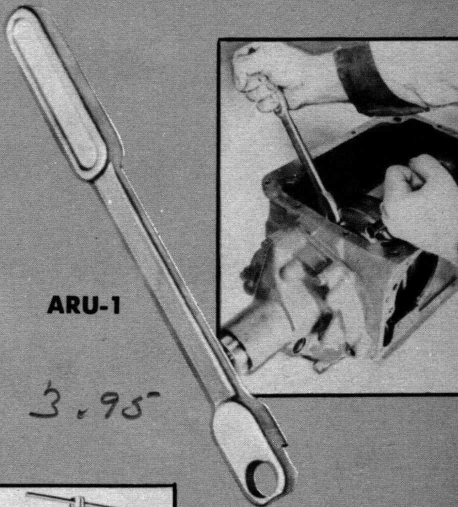
Part No.	No. in Carton
AFP-1	1


AFP-1

New Britain
REAR UNIT HOLDING TOOL

For all 1946-55 HYDRA-MATIC transmissions. Tool is used as shown at right to prevent rotation of rear Planetary unit in Transmission case while reverse flange Attaching Bolts are tightened or loosened.

Part No.	No. in Carton
ARU-1	5


ARU-1

3.95

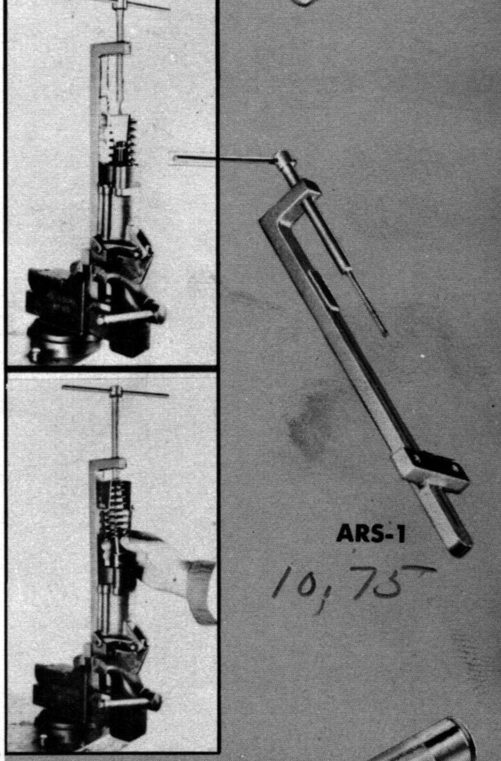
New Britain
REAR SERVO SPRING COMPRESSOR

For all 1946-55 HYDRA-MATIC transmissions. This compact Compressor facilitates assembly and disassembly of the rear Servo. Releases Spring tension safely during disassembly, compresses springs during assembly. Eliminates press, prevents ring breakage, saves time and trouble.

To disassemble Rear Servo: Place Compressor in vise and, using rear Servo attaching bolts, fasten Servo to frame of Compressor as shown in upper illustration. Turn Compressor Tee-handle until Compressor screw rests against Servo spring retainer. Using a ½″ open end wrench, loosen both 5/16″ spring retainer bolts. Back off Compressor screw, slowly relieving tension of apply spring, until Servo can be removed from Compressor frame.

To assemble Rear Servo: Secure partially assembled Servo to Compressor frame as shown in upper illustration. Turn Compressor screw until spring-loaded plunger enters ¼″ hole in apply spring retainer. With one hand, center compensator piston over accumulator piston bore while supporting Servo apply spring and retainer as shown in lower illustration. With other hand, tighten Compressor screw while guiding compensator piston into bore, *being careful not to damage compensator piston ring.* Continue to tighten screw, compressing Servo apply spring, until Servo attaching bolts can be started in Servo body. Tighten both bolts securely, back off Compressor screw, and remove assembled Servo from Compressor frame. Tool is also used for assembling can-type (no ring) compensator piston into Servo.

Part No.	No. in Carton
ARS-1	1

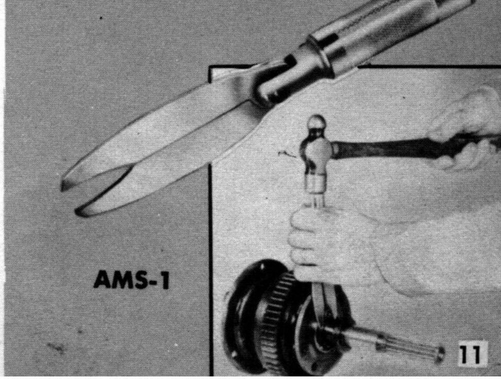

ARS-1

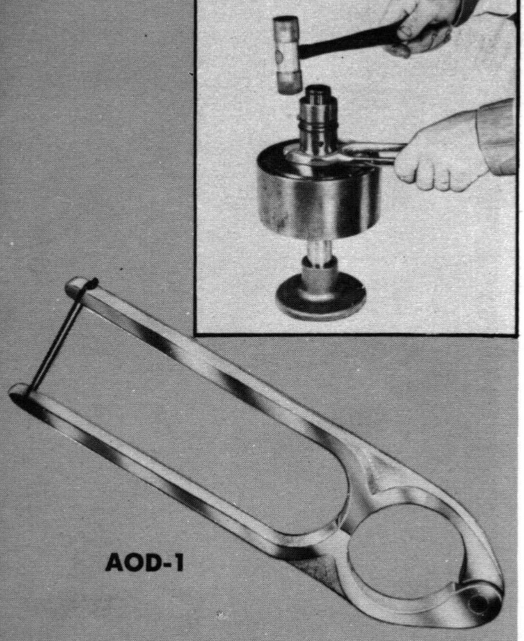
10,75

New Britain
OPEN-TYPE SNAP RING REMOVER

For most HYDRA-MATIC transmissions (Cadillac 1946-55, Lincoln 1949-54, all others 1946-50). Used as shown in illustration, Tool removes any size open-type snap ring quickly and easily without damaging shaft and without requiring careful positioning of the Snap Ring Remover.

Part No.	No. in Carton
AMS-1	1


AMS-1

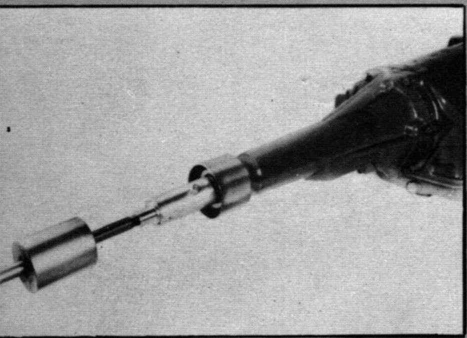


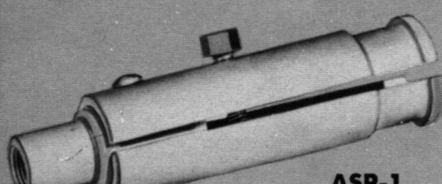
AOD-1

New Britain
OIL DELIVERY SLEEVE RING COMPRESSOR

For all 1946-55 HYDRA-MATIC transmissions. Used as shown in illustration, Compressor prevents breakage of lower oil seal rings when installing oil delivery sleeve into front clutch unit. Compressor is used in a similar manner to prevent breakage when rear clutch unit is assembled over upper oil delivery sleeve rings.

Part No.	**No. in Carton**
AOD-1	**1**





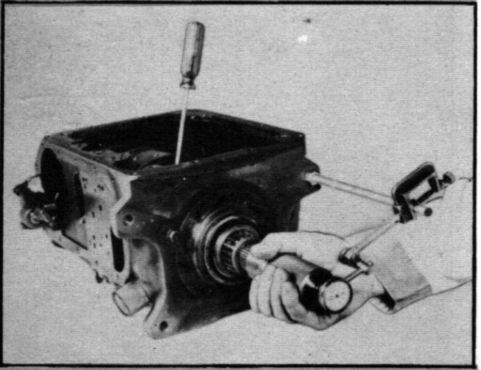
ASP-1

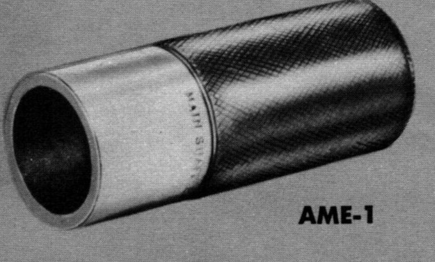
New Britain
SEAL PULLER

For HYDRA-MATIC transmissions: Seal Puller ASP-1 (Large) for Cadillac 1946-55, Lincoln 1949-54, Oldsmobile 1952-55; Seal Puller ASP-2 (Small) for all 1946-55 HYDRA-MATIC transmissions except Cadillac, Lincoln, and 1952-55 Oldsmobile, and for Fordomatic and Mercomatic transmissions. Used in conjunction with slide hammer, the Seal Puller permits quick removal of the rear bearing retainer oil seal. May be used with transmission in or out of vehicle.

Part No.	**No. in Carton**
ASP-1 (Large)	**1**
ASP-2 (Small)	**1**

To remove Oil Seal: Back off spreader bolt, allowing Seal Puller leaves to close. Insert Puller around transmission output shaft and into rear bearing retainer oil seal as shown in illustration. Tighten spreader bolt, opening Puller leaves until flanges lock securely into oil seal, and install slide hammer shaft on threaded Puller hub. A few sharp blows of slide hammer will then extract oil seal from housing.





AME-1

New Britain
MAINSHAFT END PLAY CHECKING TOOL

For all 1946-55 HYDRA-MATIC transmissions. Tool is used in conjunction with Dial Indicator and Dial Indicator Extension Rod. Installed over mainshaft as shown in illustration, the Tool centers mainshaft and insures accurate measurement of mainshaft end play by Dial Indicator before disassembly and after assembly.

Part No.	**No. in Carton**
AME-1	**1**

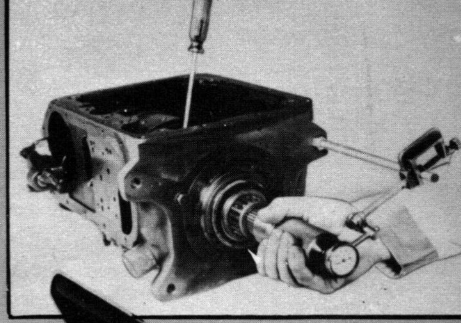
To check Mainshaft End Play: Install Tool over transmission mainshaft and install Dial Indicator Extension Rod and Dial Indicator as shown in illustration. To position planetary units for accurate end play measurement, insert screw driver firmly between front clutch unit and center bearing cap. (Do NOT drive screw driver into position or incorrect reading may result.) Grasp End Play Tool firmly, push toward rear of transmission, and set Dial Indicator at zero. Pull Tool forward and note Dial Indicator reading.

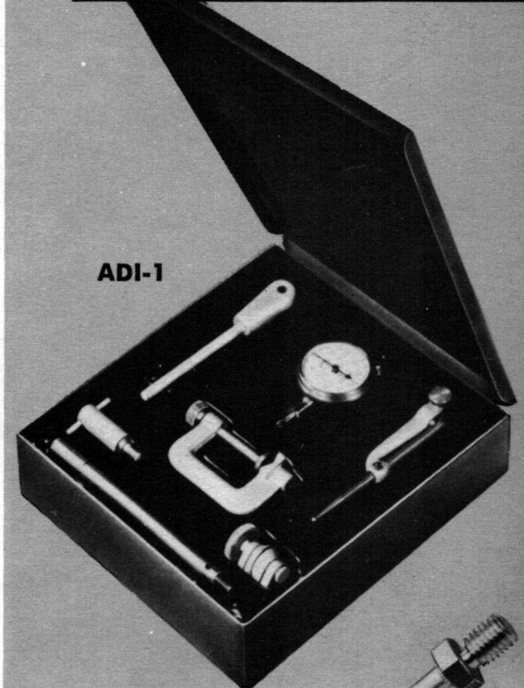
New Britain

DIAL INDICATOR

For all automatic transmissions. The Dial Indicator is used to detect governor runout, torus cover hub runout, and, in conjunction with the Dial Indicator Extension Rod and Mainshaft End Play Checking Tool as shown in illustration, to check mainshaft end play in all HYDRA-MATIC transmissions. In addition, this handy Gauge is useful for many other service operations on HYDRA-MATIC and other automatic transmissions, as well as during repair of engines, differentials, standard transmissions, clutches, etc., in accordance with car manufacturers' instructions.

Part No.	No. in Carton
ADI-1	1





ADI-1

New Britain

DIAL INDICATOR EXTENSION ROD

For all 1946-55 HYDRA-MATIC transmissions. Steel Extension Rod screws into transmission case, supports Dial Indicator or Gauge for checking mainshaft end clearance.

Part No.	No. in Carton
ADI-2	5

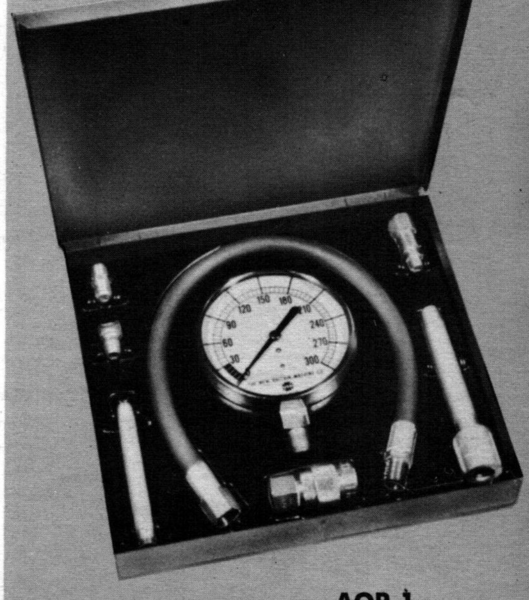
ADI-2

New Britain

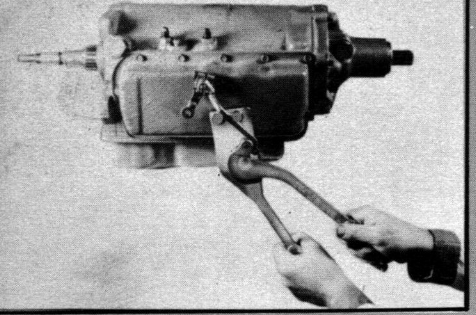
OIL PRESSURE GAUGE

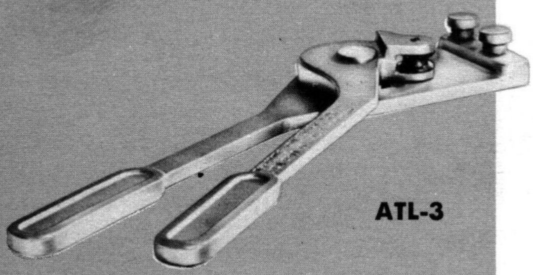
For all automatic transmissions. Proper operation of the HYDRA-MATIC and other automatic transmissions is dependent upon correct oil pressure at all operating speeds in all driving ranges and under all driving conditions. The Gauge is used to determine whether oil pressures are within car manufacturers' specifications and as an aid to diagnosing various transmission troubles. Reading up to 300 lbs. pressure, this Gauge has a 3½" face with colored scale graduations for easier reading and incorporates a damper to absorb minor pressure surges, providing greater accuracy and preventing damage to Gauge. Complete with adapters and fittings for all automatic transmissions, 18" flexible hose and quick-change couplings to facilitate installation. All packed in a sturdy metal case. Gauge is durable and accurate, provides large capacity for a variety of tests.

Part No.	No. in Carton
AOP-1	1



AOP-1





ATL-3

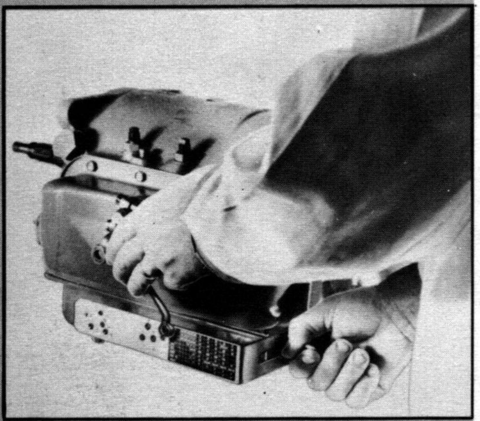
New Britain

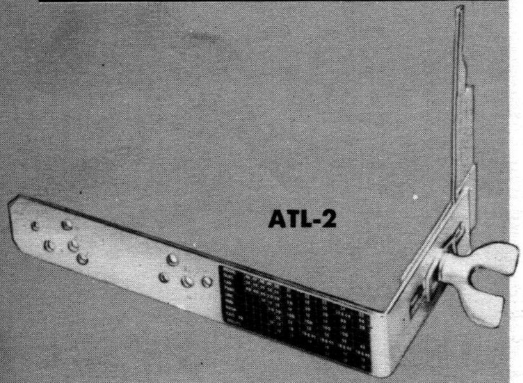
UNIVERSAL THROTTLE ARM BENDER

For all 1946-55 HYDRA-MATIC transmissions except 1955 Pontiac. The Universal Throttle Arm Bender is used during adjustment of throttle linkage to adjust position of transmission outer throttle arm, insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range. Four-position slip joint permits adjustment of Tool for bending any HYDRA-MATIC throttle arm.

Part No.	No. in Carton
ATL-3	1

To adjust outer Throttle Arm: To bend throttle arm toward rear of transmission, place Bender with lugs facing away from transmission side cover and engage throttle arm as shown in illustration. Bend arm by pressing Tool handles firmly together. To bend throttle arm in opposite direction, position Bender so lugs face transmission side cover. Throttle arm should be bent only far enough to align hole in arm with correct hole in Universal Throttle Arm Gauge.





ATL-2

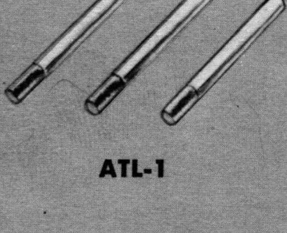
New Britain

UNIVERSAL THROTTLE ARM GAUGE

For all 1946-55 HYDRA-MATIC transmissions. Gauge is used during adjustment of throttle linkage to check outer throttle arm for precise position (front to rear and left to right) insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range. Gauge complete with Set of 3 Throttle Linkage Pins (ATL-1).

Part No.	No. in Carton
ATL-2	1

To check alignment of Throttle Arm: Refer to Gauge Index to determine proper Gauge setting for make and year of car. Loosen wing nut and set Gauge at correct letter position. Hold vertical arm of Gauge against machined surface of transmission case, keeping flat edge of arm firmly against shoulder of transmission side cover as shown in illustration. Rotate throttle arm back to stop position. Hole in throttle arm should then be directly over numbered Linkage Gauge hole specifed by Gauge Index, and arm should rest snugly against outer surface of Gauge. If holes do not coincide, throttle arm must be bent, using Universal Throttle Arm Bender, until holes align properly.



ATL-1

New Britain

THROTTLE LINKAGE PINS

For most HYDRA-MATIC transmissions. These precision ground Pins are used as specified by car manufacturers for adjustment of external throttle linkage.

Part No.	No. in Carton
ATL-1	Set of 3

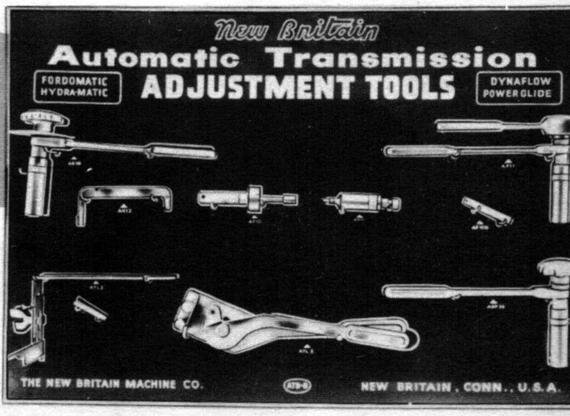
New Britain

AUTOMATIC TRANSMISSION TOOL SERVICE KIT BOARDS for Mechanics

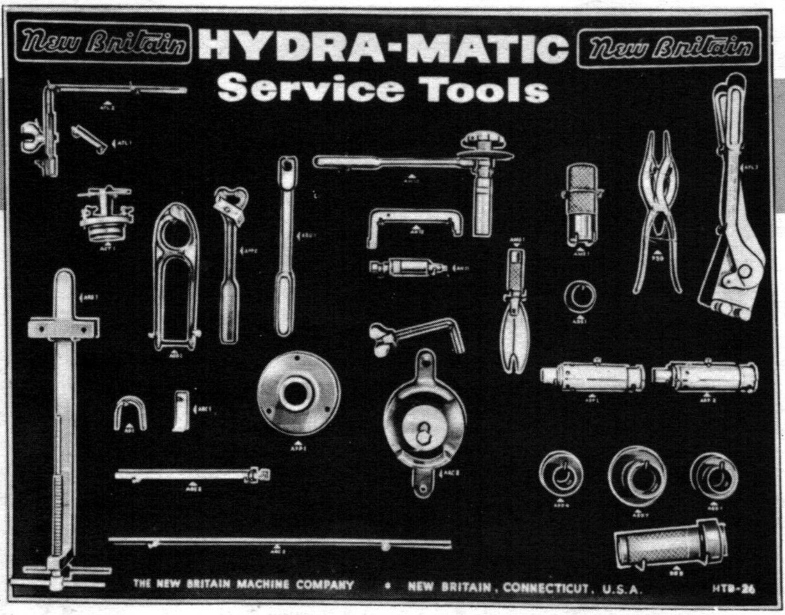
These eye-catching Service Kit Boards of ¼″ tempered Masonite make any Repair Shop or Service Station Headquarters for highly profitable automatic transmission service. Designed to display the mounted Tools effectively and keep them always within easy reach, the Boards also announce to the car owner that facilities and know-how are available for expert transmission service on his particular car. With the number of automatic transmissions on the road steadily increasing, these money-making Service Kit Boards are a must in the modern shop to provide proper Tools for automatic transmission service and to draw the growing volume of this important new business.

AUTOMATIC TRANSMISSION ADJUSTMENT TOOL BOARD

FORDOMATIC · MERCOMATIC HYDRA-MATIC · DYNAFLOW · POWERGLIDE



Part No.	Description
ATB-8	Service Kit Board complete with 8 Automatic Transmission Adjustment Tools
ADP-10	Dynaflow-Powerglide Band Adjusting Tool
AF-10	Fordomatic-Mercomatic Front Band Adjusting Tool
AF-11	Fordomatic-Mercomatic Rear Band Adjusting Tool
AH-10	Hydra-Matic Front & Rear Band Adjusting Tool (External)
AH-11	Hydra-Matic Front Band Adjusting Tool (Internal)
AH-12	Hydra-Matic Rear Band Adjustment Gauge (Internal)
ATBB-8	Display Board only
ATL-2	Universal Throttle Arm Gauge with Throttle Linkage Pins
ATL-3	Universal Throttle Arm Bender


New Britain
HYDRA-MATIC
New Britain
Service Tools
THE NEW BRITAIN MACHINE COMPANY
NEW BRITAIN, CONNECTICUT, U.S.A.
HTB-26

HYDRA-MATIC SERVICE TOOL BOARD

Part No.	Description
HTB-26	Service Kit Board with 26 Hydra-Matic Transmission Service Tools
ACT-1	Front & Rear Clutch Tester
ADI-2	Dial Indicator Extension Rod
AFP-1	Front Planetary Holder
AFP-2	Front Pump Holder
AGS-1	Governor Sleeve Aligning Tool
AH-10	Hydra-Matic Front & Rear Band Adjusting Tool (External)
AH-11	Hydra-Matic Front Band Adjusting Tool (Internal)
AH-12	Hydra-Matic Rear Band Adjustment Gauge (Internal)
AME-1	Main Shaft End Play Checking Tool
AMS-1	Open-Type Snap Ring Remover
AOD-1	Oil Delivery Sleeve Ring Compressor
ARC-1	Rear Clutch Retaining Bracket
ARC-2	Multi-Purpose Clutch Spring Compressor
ARC-3	Reverse Cone Clutch Installer
ARS-1	Rear Servo Spring Compressor
ARU-1	Rear Unit Holding Tool
AS-1	Speedometer Drive Gear Spacer Gauge
ASD-3	Output Shaft Seal Driver
ASD-4	Output Shaft Seal Driver
ASD-7	Front Pump Seal Driver
ASD-8	Adapter Driver for ASD-3, ASD-4, ASD-7
ASP-1	Seal Puller (large)
ASP-2	Seal Puller (small)
ATL-2	Universal Throttle Arm Gauge with Throttle Linkage Pins
ATL-3	Universal Throttle Arm Bender
P-59	Snap Ring Pliers
HTBB-26	Display Board only

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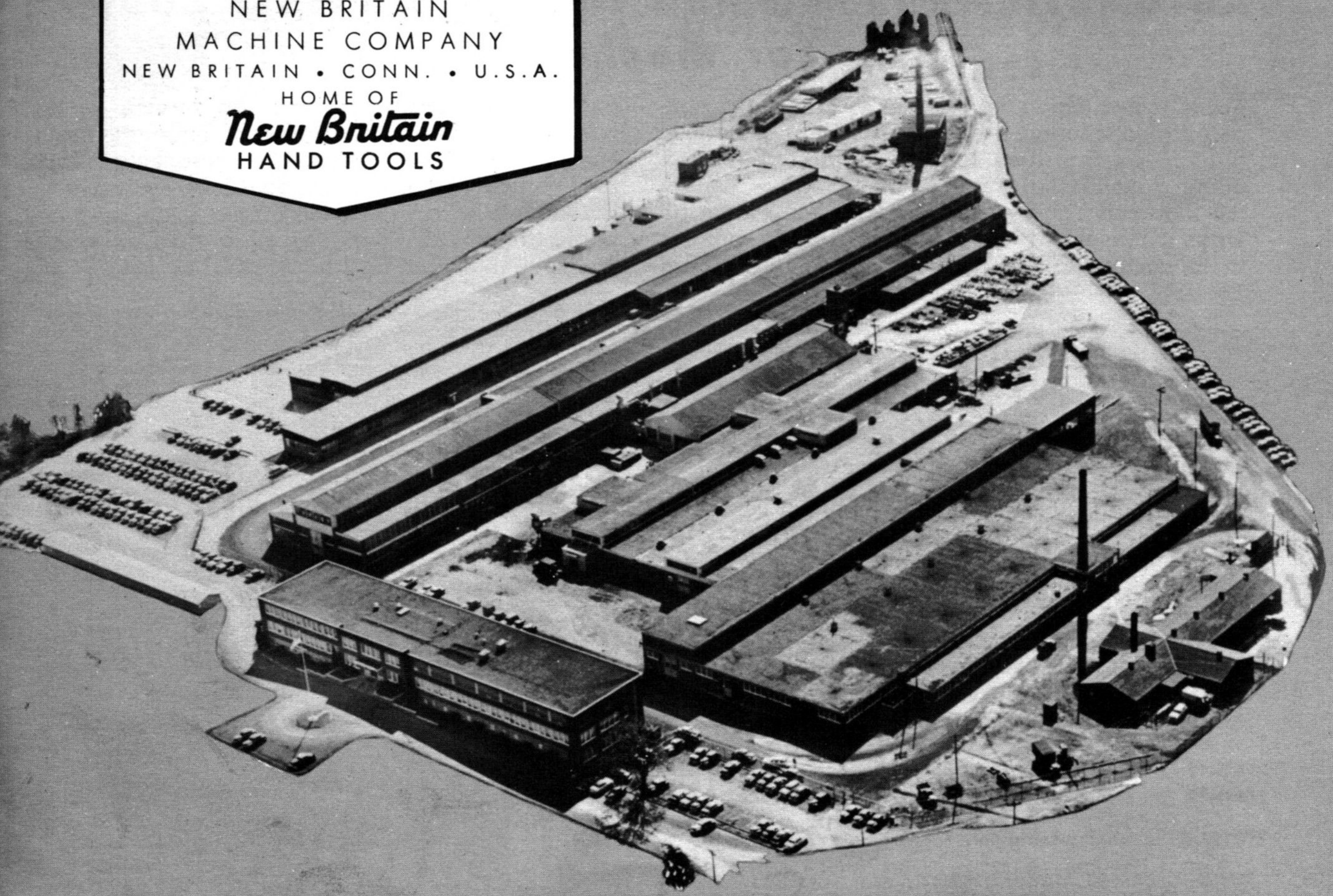

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